

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

- 1 Claim 1 (cancelled):
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- 1 Claim 2 (cancelled):
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- 1 Claim 3 (cancelled):
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- 1 Claim 4 (cancelled):
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- 1 Claim 5 (cancelled):
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- 1 Claim 6 (cancelled):
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- 1 Claim 7 (cancelled):
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- 1 Claim 8 (cancelled):
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- 1 Claim 9 (cancelled):
2
- 1 Claim 10 (cancelled):
2
- 1 Claim 11 (cancelled):

2
1 Claim 12 (currently amended): ~~The road mat of claim 10~~ A road mat
2 comprising:

3 (a) a mat body having a first coupling end and a second coupling end;

4 (b) a first locking mechanism provided at said first coupling end, said
5 first locking mechanism comprising a male coupling member and a
6 female coupling member, said male coupling member positioned
7 substantially between said mat body and said female coupling
8 member such that said mat body, said male coupling member, and
9 said female coupling member are horizontally in tandem; and

10 (c) a second locking mechanism provided at said second coupling end
11 said second locking mechanism comprising a male coupling
12 member and a female coupling member, said male coupling
13 member positioned substantially between said mat body and said
14 female coupling member such that said mat body, said male
15 coupling member, and said female coupling member are
16 horizontally in tandem

17 (d) wherein said male coupling members and said female coupling
18 members have a substantially semi-circular shape.

19
1 Claim 13 (currently amended): ~~The road mat of claim 10~~ claim 12 wherein
2 said male coupling members interact to connect with said female coupling members of
3 a successive mat body.

4
1 Claim 14 (cancelled):

2
1 Claim 15 (currently amended): ~~The road mat system of claim 14~~ A road
2 mat system comprising:

3 (a) at least one prior road mat and at least one successive road mat,

4 each road mat comprising:

5 (i) a mat body having a first coupling end and a second
6 coupling end;

7 (ii) a first locking mechanism provided at said first coupling end,
8 said first locking mechanism comprising a male coupling
9 member and a female coupling member, said male coupling
10 member positioned substantially between said mat body and
11 said female coupling member; and

12 (iii) a second locking mechanism provided at said second
13 coupling end said second locking mechanism comprising a
14 male coupling member and a female coupling member, said
15 male coupling member positioned substantially between said
16 mat body and said female coupling member; and

17 (b) said second locking mechanism of said prior road mat interlocks
18 with said first locking mechanism of said successive road mat;

19 (c) wherein said at least one prior road mat and said at least one
20 successive road mat are substantially identical.

21
1 Claim 16 (currently amended): ~~The road mat system of claim 14~~ A road
2 mat system comprising:

3 (a) at least one prior road mat and at least one successive road mat,
4 each road mat comprising:

5 (i) a mat body having a first coupling end and a second
6 coupling end;

7 (ii) a first locking mechanism provided at said first coupling end,
8 said first locking mechanism comprising a male coupling
9 member and a female coupling member, said male coupling
10 member positioned substantially between said mat body and
11 said female coupling member; and

12 (iii) a second locking mechanism provided at said second
13 coupling end said second locking mechanism comprising a
14 male coupling member and a female coupling member, said
15 male coupling member positioned substantially between said
16 mat body and said female coupling member; and

17 (b) said second locking mechanism of said prior road mat interlocks
18 with said first locking mechanism of said successive road mat;

19 (c) wherein said first locking mechanism is a reciprocating mirror
20 image of said second locking mechanism.

21
1 Claim 17 (currently amended): ~~The road mat system of claim 14~~ A road
2 mat system comprising:

3 (a) at least one prior road mat and at least one successive road mat,
4 each road mat comprising:

5 (i) a mat body having a first coupling end and a second
6 coupling end;

7 (ii) a first locking mechanism provided at said first coupling end,
8 said first locking mechanism comprising a male coupling
9 member and a female coupling member, said male coupling
10 member positioned substantially between said mat body and
11 said female coupling member; and

12 (iii) a second locking mechanism provided at said second
13 coupling end said second locking mechanism comprising a
14 male coupling member and a female coupling member, said
15 male coupling member positioned substantially between said
16 mat body and said female coupling member; and

17 (b) said second locking mechanism of said prior road mat interlocks
18 with said first locking mechanism of said successive road mat;

19 (c) wherein said male coupling members and said female coupling

members have a substantially semi-circular shape.

Claim 18 (currently amended): The road mat system of ~~claim 14~~ claim 15

wherein said male coupling members interact with said female coupling members to connect successive road mats.

Claim 19 (currently amended): The road mat system of ~~claim 14~~ claim 15

wherein:

(a) said male coupling member of said second locking mechanism of said prior road mat interacts with said female coupling member of said first locking mechanism of said successive road mat; and

(b) said female coupling member of said second locking mechanism of said prior road mat interacts with said male coupling member of said first locking mechanism of said successive road mat.

Claim 20 (currently amended): The road mat of ~~claim 10~~ claim 12

wherein said first locking mechanism is substantially parallel to said first coupling end and said second locking mechanism is substantially parallel to said second coupling end.

Claim 21 (currently amended): The road mat of ~~claim 10~~ claim 12

wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 22 (currently amended): ~~The road mat system of claim 14~~ A road mat system comprising:

(a) at least one prior road mat and at least one successive road mat, each road mat comprising:

5 (i) a mat body having a first coupling end and a second
6 coupling end;

7 (ii) a first locking mechanism provided at said first coupling end,
8 said first locking mechanism comprising a male coupling
9 member and a female coupling member, said male coupling
10 member positioned substantially between said mat body and
11 said female coupling member; and

12 (iii) a second locking mechanism provided at said second
13 coupling end said second locking mechanism comprising a
14 male coupling member and a female coupling member, said
15 male coupling member positioned substantially between said
16 mat body and said female coupling member; and

17 (b) said second locking mechanism of said prior road mat interlocks
18 with said first locking mechanism of said successive road mat;

19 (c) wherein said road mat system provides for dynamic rotation of the
20 coupling ends in the vertical plane to allow for inconsistencies in the
21 terrain without loss of coupling capability or strength.

22
1 Claim 23 (currently amended): The road mat system of ~~claim 14~~ claim 15
2 wherein said first locking mechanism is substantially parallel to said first coupling end
3 and said second locking mechanism is substantially parallel to said second coupling
4 end.

5
1 Claim 24 (currently amended): The road mat system of ~~claim 14~~ claim 15
2 wherein said first locking mechanism extends substantially the length of said first
3 coupling end and said second locking mechanism extends substantially the length of
4 said second coupling end.

5
1 Claim 25 (cancelled):

2
1 Claim 26 (currently amended): The road mat of ~~claim 25~~ claim 28 wherein
2 said first locking mechanism extends substantially the length of said first coupling end
3 and said second locking mechanism extends substantially the length of said second
4 coupling end.

5
1 Claim 27 (currently amended): The road mat of ~~claim 25~~ claim 28 wherein
2 in relation to each coupling end, said male coupling members are positioned in tandem
3 with said female coupling members at each coupling end.

4
1 Claim 28 (currently amended): ~~The road mat of claim 25~~ A road mat
2 comprising:

3 (a) a mat body having a first coupling end and a second coupling end;

4 (b) a first locking mechanism provided at said first coupling end, said
5 first locking mechanism comprising a male coupling member
6 substantially parallel to said first coupling end and a female
7 coupling member substantially parallel to said first coupling end,
8 said mat body, said male coupling member, and said female
9 coupling member positioned substantially horizontally in tandem;
10 and

11 (c) a second locking mechanism provided at said second coupling end
12 said second locking mechanism comprising a male coupling
13 member substantially parallel to said first coupling end and a
14 female coupling member substantially parallel to said first coupling
15 end, said mat body, said male coupling member, and said female
16 coupling member positioned substantially horizontally in tandem;

17 (d) wherein said male coupling members and said female coupling
18 members have a substantially semi-circular shape.
19

1 Claim 29 (currently amended): ~~The road mat of claim 25~~ A road mat
2 comprising:

3 (a) a mat body having a first coupling end and a second coupling end;

4 (b) a first locking mechanism provided at said first coupling end, said
5 first locking mechanism comprising a male coupling member
6 substantially parallel to said first coupling end and a female
7 coupling member substantially parallel to said first coupling end,
8 said mat body, said male coupling member, and said female
9 coupling member positioned substantially horizontally in tandem;
10 and

11 (c) a second locking mechanism provided at said second coupling end
12 said second locking mechanism comprising a male coupling
13 member substantially parallel to said first coupling end and a
14 female coupling member substantially parallel to said first coupling
15 end, said mat body, said male coupling member, and said female
16 coupling member positioned substantially horizontally in tandem;

17 (d) wherein said male coupling members and said female coupling
18 members provide for dynamic rotation of the coupling ends in the
19 vertical plane to allow for inconsistencies in the terrain without loss
20 of coupling capability or strength.

21
1 Claim 30 (currently amended): ~~The road mat of claim 10~~ A road mat
2 comprising:

3 (a) a mat body having a first coupling end and a second coupling end;

4 (b) a first locking mechanism provided at said first coupling end, said
5 first locking mechanism comprising a male coupling member and a
6 female coupling member, said male coupling member positioned
7 substantially between said mat body and said female coupling
8 member such that said mat body, said male coupling member, and

9 said female coupling member are horizontally in tandem; and
10 (c) a second locking mechanism provided at said second coupling end
11 said second locking mechanism comprising a male coupling
12 member and a female coupling member, said male coupling
13 member positioned substantially between said mat body and said
14 female coupling member such that said mat body, said male
15 coupling member, and said female coupling member are
16 horizontally in tandem
17 (d) wherein said male coupling members and said female coupling
18 members are C-shaped channel members.

19
1 Claim 31 (new): The road mat of claim 30 wherein said male coupling
2 members interact to connect with said female coupling members of a successive mat
3 body.

4
1 Claim 32 (new): The road mat of claim 30 wherein said first locking
2 mechanism is substantially parallel to said first coupling end and said second locking
3 mechanism is substantially parallel to said second coupling end.

4
1 Claim 33 (new): The road mat of claim 30 wherein said first locking
2 mechanism extends substantially the length of said first coupling end and said second
3 locking mechanism extends substantially the length of said second coupling end.

4
1 Claim 34 (new): The road mat system of claim 16 wherein said male
2 coupling members interact with said female coupling members to connect successive
3 road mats.

4
1 Claim 35 (new): The road mat system of claim 16 wherein:

2 (a) said male coupling member of said second locking mechanism of
3 said prior road mat interacts with said female coupling member of said first locking
4 mechanism of said successive road mat; and

5 (b) said female coupling member of said second locking mechanism of
6 said prior road mat interacts with said male coupling member of said first locking
7 mechanism of said successive road mat.

8
1 Claim 36 (new): The road mat system of claim 16 wherein said first
2 locking mechanism is substantially parallel to said first coupling end and said second
3 locking mechanism is substantially parallel to said second coupling end.

4
1 Claim 37 (new): The road mat system of claim 16 wherein said first
2 locking mechanism extends substantially the length of said first coupling end and said
3 second locking mechanism extends substantially the length of said second coupling
4 end.

5
1 Claim 38 (new): The road mat system of claim 17 wherein said male
2 coupling members interact with said female coupling members to connect successive
3 road mats.

4
1 Claim 39 (new): The road mat system of claim 17 wherein:

2 (a) said male coupling member of said second locking mechanism of
3 said prior road mat interacts with said female coupling member of
4 said first locking mechanism of said successive road mat; and

5 (b) said female coupling member of said second locking mechanism of
6 said prior road mat interacts with said male coupling member of
7 said first locking mechanism of said successive road mat.

1 Claim 40 (new): The road mat system of claim 17 wherein said first
2 locking mechanism is substantially parallel to said first coupling end and said second
3 locking mechanism is substantially parallel to said second coupling end.
4

1
2 Claim 41 (new): The road mat system of claim 17 wherein said first
3 locking mechanism extends substantially the length of said first coupling end and said
4 second locking mechanism extends substantially the length of said second coupling
5 end.
6

1 Claim 42 (new): The road mat system of claim 22 wherein said male
2 coupling members interact with said female coupling members to connect successive
3 road mats.
4

1 Claim 43 (new): The road mat system of claim 22 wherein:

- 2 (a) said male coupling member of said second locking mechanism of
3 said prior road mat interacts with said female coupling member of
4 said first locking mechanism of said successive road mat; and
5 (b) said female coupling member of said second locking mechanism of
6 said prior road mat interacts with said male coupling member of
7 said first locking mechanism of said successive road mat.
8

1 Claim 44 (new): The road mat system of claim 22 wherein said first
2 locking mechanism is substantially parallel to said first coupling end and said second
3 locking mechanism is substantially parallel to said second coupling end.
4

1 Claim 45 (new): The road mat system of claim 22 wherein said first
2 locking mechanism extends substantially the length of said first coupling end and said

second locking mechanism extends substantially the length of said second coupling end.

Claim 46 (new): The road mat of claim 29 wherein said first locking mechanism extends substantially the length of said first coupling end and said second locking mechanism extends substantially the length of said second coupling end.

Claim 47 (new): The road mat of claim 29 wherein in relation to each coupling end, said male coupling members are positioned in tandem with said female coupling members at each coupling end.